AMENDMENTS TO THE CLAIMS WITH MARKINGS TO SHOW CHANGES MADE, AND LISTING OF ALL CLAIMS WITH PROPER IDENTIFIERS

1. (Currently amended) A drive control system [[with]] for braking an electric motor, comprising:

an integrated armature short-circuit brake having a first ~~inherent~~ delay time,

a mechanical brake having a second ~~inherent~~ delay time which is longer that the first ~~inherent~~ delay time, and

a controller simultaneously applying a control signal to the integrated armature short-circuit brake and the mechanical brake at an activation time for immediately stopping the electric motor in the event of a malfunction which prevents ~~absence of~~ a ~~controllable~~ controlled slow-down of the electric motor,

wherein the armature short-circuit brake is disengaged when a thermal load limit for the electric motor or the controller has been reached.

2. (Original) The drive system of claim 1, wherein the thermal load limit is defined by at least one parameter selected from the group consisting of a maximum current, a product of a current and a reaction time, a reaction time and a system temperature.

3. (Original) The drive system of claim 2, wherein the at least one parameter is stored in a memory of the controller.

4. (Currently amended) The drive system of claim 1, wherein the armature short-circuit brake remains engaged if a danger for personnel or ~~the environment~~ surroundings is detected.

5. (Currently amended) A method for instantaneously stopping ~~a drive system with~~ an electric motor powered by a drive system in the event of a malfunction which prevents ~~absence of~~ a ~~controllable~~ controlled slowdown of the electric motor, ~~said drive system including an integrated armature short-circuit brake having a first inherent delay time and a mechanical brake having a second inherent delay time which is longer that the first inherent delay time, the method~~ comprising the steps of:

detecting the malfunction,

simultaneously applying at an activation time a control signal to [[the]] an integrated armature short-circuit brake and [[the]] a mechanical brake, and

disengaging the armature short-circuit brake when ~~a thermal load limit for~~ the electric motor or its control electronics reach a thermal load limit ~~is reached~~.

6. (Original) The method of claim 5, wherein the thermal load limit is defined by at least one parameter selected from the group consisting of a maximum current, a product of a current and a reaction time, a reaction time and a system temperature.

7. (Original) The method of claim 6, and further comprising the step of storing the at least one parameter in a memory.

8. (Currently amended) The method of claim 5, wherein said disengaging step is postponed if a danger for personnel or ~~the environment~~ surroundings is detected.

9. (New) The method of claim 5, wherein the integrated armature short-circuit brake comprises a converter connected to an armature of the electric motor, with the controller applying the control signal to the converter so as to short-circuit the armature of the electric motor.

10. (New) The method of claim 5, wherein the integrated armature short-circuit brake is formed by operating a converter so as to short-circuit an armature of the electric motor.